

2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Jurisdiction Report
36
Gloucester County

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Gloucester Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
				From	Mathews County Line											
3	4.07	13000	G	96%	1%	2%	1%	1%	0%	C	0.088	F	0.598	13000	G	2002
				To	36-623											
3	2.18	16000	G	96%	1%	2%	1%	1%	0%	F	0.086	F	0.613	16000	G	2002
				To	US 17 Bus E of Gloucester CH											
				From	King & Queen County Line											
14	1.04	3500	G	87%	1%	3%	4%	6%	0%	F	0.088	F	0.634	3500	G	2002
				To	W US 17 Adner											
14 17	3.73	11000	G	96%	0%	2%	0%	1%	0%	F	0.084	F	0.529	11000	G	2002
				To	36-615											
14 17	1.65	12000	G	96%	0%	2%	0%	1%	0%	F	0.086	F	0.509	13000	G	2002
				To	36-606 Ark											
14 17	2.45	15000	G	96%	0%	2%	0%	1%	0%	F	0.085	F	0.526	15000	G	2002
				To	RT 17 BUS & RT 17											
14 Bus 17	0.56	11000	G	97%	1%	1%	0%	0%	0%	F	0.091	F	0.512	11000	G	2002
				To	36-1007											
14 Bus 17	0.71	10000	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.511	10000	G	2002
				To	RT 3 & 17 BUS											
14 3	2.18	16000	G	96%	1%	2%	1%	1%	0%	F	0.086	F	0.613	16000	G	2002
				To	36-623											
14 3	4.07	13000	G	96%	1%	2%	1%	1%	0%	C	0.088	F	0.598	13000	G	2002
				To	Mathews County Line											
				From	York County Line											
17 George Washington Me	1.47	27000	G	97%	0%	1%	0%	1%	0%	F	0.092	F	0.726	29000	G	2002
				To	36-1208 Roper Rd											
17 George Washington Me	1.49	33000	B	96%	0%	2%	0%	1%	0%	B	0.124	A	0.551	34000	B	2002
				To	SR 216 Hayes											
17	2.92	36000	G	96%	0%	2%	0%	1%	0%	F	0.092	F	0.623	36000	G	2002
				To	36-636 Ordinary											
17	1.75	30000	G	96%	0%	2%	0%	1%	0%	F	0.092	F	0.628	30000	G	2002
				From	36-628											
17	3.01	26000	G	96%	0%	2%	0%	1%	0%	F	0.082	F	0.562	27000	G	2002
				To	Bus US 17 South of Gloucester CH											
17	1.68	17000	G	96%	0%	2%	0%	1%	0%	F	0.082	F	0.594	17000	G	2002
				To	Bus US 17 North of Gloucester CH											
17	2.45	15000	G	96%	0%	2%	0%	1%	0%	F	0.085	F	0.526	15000	G	2002
				To	36-606 Ark											
17	1.65	12000	G	96%	0%	2%	0%	1%	0%	F	0.086	F	0.509	13000	G	2002
				To	36-615											
17	3.73	11000	G	96%	0%	2%	0%	1%	0%	F	0.084	F	0.529	11000	G	2002
				To	SR 14 Adner											
17	4.77	6200	G	96%	0%	2%	0%	1%	0%	F	0.088	F	0.513	6300	G	2002
				To	SR 33 Glenns											
17	1.55	12000	G	96%	0%	2%	0%	1%	0%	F	0.090	F	0.509	12000	G	2002
				To	Middlesex County Line											
Bus 17				From	US 17 South of OF Gloucester											
17	1.20	20000	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.619	20000	G	2002
				To	SR 3											
Bus 17				From	36-1007											
17	0.71	10000	G	97%	1%	1%	0%	0%	0%	F	0.090	F	0.511	10000	G	2002
				To	36-1007											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
Bus 17	0.56	11000	G	From: 36-1007 To: US 17 North of Gloucester CH	97%	1%	1%	0%	0%	F	0.091	F	0.512	11000	G	2002
33	2.92	8300	G	From: King & Queen County Line To: US 17 Glenss	87%	1%	3%	2%	6%	F	0.085	F	0.574	8200	G	2002
33 17	1.55	12000	G	From: US 17 Glenss To: Middlesex County Line	96%	0%	2%	0%	1%	F	0.090	F	0.509	12000	G	2002
198	4.45	2200	G	From: US 17 Glenss To: 36-601 Cash P O	93%	1%	3%	1%	3%	F	0.096	F	0.571	2200	G	2002
198	2.92	2300	G	From: 36-601 Cash P O To: 36-606 Harcum	93%	1%	3%	1%	3%	F	0.083	F	0.619	2300	G	2002
198	4.10	2200	G	From: 36-606 Harcum To: Mathews County Line	93%	1%	3%	1%	3%	F	0.088	F	0.607	2200	G	2002
216	3.61	8200	G	From: US 17 Hayes To: 36-649 Achilles	94%	1%	2%	1%	1%	F	0.085	F	0.636	8700	G	2002
600	1.10	80	R	From: Dead End To: 36-647							NA			NA		04/12/2000
601	1.94	590	G	From: US 17 To: 36-610	86%	3%	6%	3%	1%	F	0.095	F	0.524	580	G	2002
601	3.04	520	G	From: 36-610 To: SR 198	86%	3%	6%	3%	1%	C	0.098	F	0.544	520	G	2002
602	2.40	1100	G	From: SR 3 To: SR 198	95%	1%	3%	0%	1%	C	0.103	F	0.624	1100	G	2002
603	3.80	220	R	From: 36-605 To: SR 198							NA			NA		04/10/2000
604	1.00	2500	G	From: SR 3 To: 36-605	97%	1%	1%	0%	0%	C	0.09	F	0.659	2400	G	2002
605	1.16	2200	R	From: SR 3; 36-691 To: 36-604							NA			NA		04/10/2000
605	1.77	1900	G	From: 36-604 To: 36-603	97%	1%	1%	0%	0%	F	0.087	F	0.699	1900	G	2002
605	2.36	1300	G	From: 36-603 To: 36-1430	97%	1%	1%	0%	0%	C	0.084	F	0.708	1300	G	2002
605	0.97	860	G	From: 36-1430 To: 36-606 SOUTH	97%	1%	1%	0%	0%	F	0.086	F	0.583	850	G	2002
605	0.58	49	R	From: 36-606 NORTH To: 0.58 MN 36-606							NA			NA		03/15/2000
606	0.20	40	R	From: Dead End To: 36-662							NA			NA		04/05/2000
606	1.32	380	R	From: 36-662 To: 36-610							NA			NA		04/05/2000
606	1.42	780	G	From: 36-610 To: 36-614	91%	5%	2%	1%	2%	F	0.09	F	0.667	780	G	2002

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(606)	1.71	2700	G	From 91%	To 5%	36-614 2%	1%	2%	0%	F	0.117	F	0.544	2600	G	2002
(606)	1.14	2900	G	From 91%	To 5%	36-1035 2%	1%	2%	0%	C	0.112	F	0.516	2900	G	2002
(606)	2.15	1900	G	From 91%	To 5%	US 17 2%	1%	2%	0%	F	0.096	F	0.613	1800	G	2002
(606)	2.10	1500	G	From 91%	To 5%	36-713 2%	1%	2%	0%	F	0.101	F	0.648	1500	G	2002
(606)	3.10	1400	G	From 91%	To 5%	36-1110 2%	1%	2%	0%	F	0.097	F	0.571	1400	G	2002
(606)	0.92	530	R	From	To	SR 198					NA			NA		04/12/2000
(606)	0.60	170	R	From	To	36-678					NA			NA		04/12/2000
				To		Dead End										
(607)	3.30	190	R	From	To	36-610					NA			NA		03/15/2000
				To		36-606										
(608)	1.96	200	R	From	To	SR 198					NA			NA		04/12/2000
				To		Dead End										
(609)	1.45	260	R	From	To	Dead End					NA			NA		04/27/2000
				To		36-610										
(610)	0.98	200	R	From	To	36-606					NA			NA		04/05/2000
(610)	0.62	400	R	From	To	36-704					NA			NA		04/05/2000
(610)	1.80	1200	G	From 94%	To 3%	36-614 3%	0%	0%	0%	C	0.093	F	0.545	1200	G	2002
(610)	3.00	1000	G	From 94%	To 3%	36-617 3%	0%	0%	0%	F	0.108	F	0.560	1000	G	2002
(610)	2.20	920	R	From	To	US 17					NA			NA		03/15/2000
(610)	1.70	450	R	From	To	36-607					NA			NA		03/15/2000
(610)	0.05	250	R	From	To	36-601					NA			NA		03/15/2000
(610)	0.56	100	R	From	To	36-637					NA			NA		03/15/2000
(610)	1.99	50	R	From	To	0.56 MN 36-637					NA			NA		03/15/2000
				To		SR 198										
(611)	0.86	40	R	From	To	US 17					NA			NA		03/15/2000
				To		36-601										
(612)	0.87	630	R	From	To	36-613					NA			NA		1997
(612)	0.23	240	R	From	To	36-1136					NA			NA		1997
(612)	0.80	220	R	From	To	0.23 MN 36-1136					NA			NA		04/27/2000
				To		36-610 SOUTH										

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
612	1.50	320	R	From	36-610 NORTH						NA			NA		04/27/2000
				To	Dead End											
613	1.10	110	R	From	Dead End						NA			NA		04/05/2000
				To	36-610											
613	2.10	820	R	From	36-612						NA			NA		04/05/2000
				To	36-615											
613	0.80	1400	R	From	36-615						NA			NA		04/05/2000
				To	US 17											
614	1.30	130	R	From	Dead End						NA			NA		04/10/2000
				To	36-629 EAST											
614	1.69	320	R	From	36-686						NA			NA		04/10/2000
				To	36-629 WEST											
614	1.90	720	G	97%	1%	1%	0%	0%	F	0.09	F	0.619	720	G	2002	
				To	1.90 Mile North 36-629											
614	0.55	720	G	97%	1%	1%	0%	0%	F	0.095	F	0.613	760	G	2002	
				To	US 17											
614	3.38	6800	G	97%	1%	1%	0%	0%	C	0.093	F	0.711	6700	G	2002	
				To	36-631											
614	1.70	4700	G	97%	1%	1%	0%	0%	F	0.091	F	0.588	4600	G	2002	
				To	36-616 NORTH											
614	1.73	4400	G	97%	1%	1%	0%	0%	F	0.089	F	0.609	4300	G	2002	
				To	36-606											
614	1.98	1600	G	97%	1%	1%	0%	0%	F	0.117	F	0.645	1600	G	2002	
				To	36-610											
615	0.18	140	R	From	US 17 NORTH						NA			NA		04/03/2000
				To	36-613											
615	2.90	170	R	From	36-606 NORTH						NA			NA		04/03/2000
				To	36-606 SOUTH											
615	2.05	960	R	From	36-616 WEST						NA			NA		04/03/2000
				To	36-616 EAST											
615	1.60	2200	G	99%	0%	1%	0%	0%	C	0.093	F	0.539	2200	G	2002	
				To	US 17 SOUTH											
615	1.15	5100	G	99%	0%	1%	0%	0%	F	0.171	F	0.674	5000	G	2002	
				To	36-1410											
615	0.20	2400	G	99%	0%	1%	0%	0%	F	0.152	F	0.713	2300	G	2002	
				To	36-629											
616	0.15	40	R	From	Dead End						NA			NA		04/05/2000
				To	36-712											
616	0.23	260	R	From	36-682						NA			NA		04/05/2000
				To	36-708											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(616)	0.10	750	R	From	36-708						NA			NA		04/05/2000
(616)	1.43	980	G	To	36-631					F	0.082	F	0.72	960	G	2002
				From	36-614 EAST											
(616)	3.46	5000	G	To	36-614 WEST					F	0.091	F	0.586	4900	G	2002
				From	36-1012											
(616)	0.16	4200	G	To	97% 1% 1% 0% 1% 0%					F	0.088	F	0.611	4100	G	2002
				From	US 17											
(616)	0.20	4600	G	To	97% 1% 1% 0% 1% 0%					C	0.089	F	0.559	4500	G	2002
				From	US 17 BUS WEST											
(616)	0.31	3400	G	To	BUS US 17 EAST					F	0.095	F	0.665	3400	G	2002
				From	36-1016											
(616)	0.45	3100	G	To	97% 1% 1% 0% 1% 0%					F	0.095	F	0.663	3100	G	2002
				From	0.45 M FRM 36-1016											
(616)	0.04	2700	R	To	0.45 M FRM RT 1016						NA			NA		04/03/2000
				From	36-1045						NA			NA		04/03/2000
(616)	0.75	890	R	To	36-1020						NA			NA		04/03/2000
				From	Dead End						NA			NA		04/03/2000
				To	Dead End						NA			NA		1997
(617)	0.18	80	R	From	36-729						NA			NA		1997
				To	36-610						NA			NA		1997
				From	Dead End						NA			NA		1997
(618)	0.10	70	R	To	36-662						NA			NA		1997
				From	36-614						NA			NA		1997
				To	Dead End						NA			NA		1997
(619)	1.20	950	R	From	US 17 US 17 BUS						NA			NA		1997
				To	36-656						NA			NA		04/24/2000
(620)	0.26	90	R	From	Dead End						NA			NA		04/24/2000
				To	US 17 BUS						NA			NA		1997
(621)	0.05	1100	R	From	36-1006 WEST						NA			NA		1997
				To	36-1006 EAST						NA			NA		1997
(621)	0.08	920	R	From	Dead End						NA			NA		1997
				To	SR 3						NA			NA		04/12/2000
(622)	1.65	110	R	From	Dead End						NA			NA		04/12/2000
				To	36-625 EAST						NA			NA		04/12/2000
(623)	3.39	210	R	From	36-625 WEST						NA			NA		04/12/2000
				To	95% 1% 2% 1% 1% 0%					C	0.093	F	0.640	1800	G	2002
(623)	3.06	1800	G	From	SR 3						NA			NA		04/12/2000
				To	SR 3						NA			NA		04/12/2000

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
From: 624	0.18	180	R								NA			NA		04/12/2000
To: 624																
From: 624	0.42	120	R								NA			NA		04/12/2000
To: 624																
From: 625	0.90	570	R								NA			NA		04/12/2000
To: 625																
From: 625	0.44	240	R								NA			NA		04/12/2000
To: 625																
From: 626	1.60	740	G	97%	1%	3%	0%	0%	0%	C	0.091	F	0.565	730	G	2002
To: 626																
From: 626	0.03	370	R								NA			NA		1997
To: 626																
From: 626	0.23	320	R								NA			NA		1997
To: 626																
From: 626	1.24	250	R								NA			NA		1997
To: 626																
From: 627	0.66	50	R								NA			NA		04/10/2000
To: 627																
From: 627	0.04	60	R								NA			NA		1997
To: 627																
From: 627	0.30	180	R								NA			NA		1997
To: 627																
From: 628	1.30	2100	R								NA			NA		1997
To: 628																
From: 628	1.19	300	R								NA			NA		1997
To: 628																
From: 628	0.80	160	R								NA			NA		1997
To: 628																
From: 629	0.39	140	R								NA			NA		1997
To: 629																
From: 629	0.38	310	R								NA			NA		1997
To: 629																
From: 629	2.57	430	R								NA			NA		1997
To: 629																
From: 629	2.48	800	G	95%	1%	3%	0%	1%	0%	F	0.102	F	0.534	790	G	2002
To: 629																
From: 629	2.15	2800	G	95%	1%	3%	0%	1%	0%	C	0.101	F	0.671	2700	G	2002
To: 629																
From: 630	1.00	190	R								NA			NA		1997
To: 630																
From: 631	1.80	230	R								NA			NA		1997
To: 631																
From: 632	0.68	310	R								NA			NA		1997
To: 632																

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
632	2.05	1500	R	From	36-644						NA			NA		1997
				To	36-614											
633	1.30	460	R	From	Dead End						NA			NA		04/05/2000
				To	36-634											
633	0.66	1000	R	From							NA			NA		04/05/2000
				To	36-636											
633	0.88	1100	G	From	96%	2%	1%	0%	0%	C	0.099	F	0.527	1100	G	2002
				To	36-614											
634	1.48	280	R	From	Dead End						NA			NA		1997
				To	36-633											
635	0.70	260	R	From	Dead End						NA			NA		1997
				To	36-636 SOUTH											
635	1.62	860	R	From	36-636 NORTH						NA			NA		1997
				To	US 17											
636	1.24	1500	G	From	98%	1%	1%	0%	0%	F	0.090	F	0.612	1400	G	2002
				To	36-635 SOUTH											
636	0.19	2100	G	From	98%	1%	1%	0%	0%	F	0.096	F	0.583	2100	G	2002
				To	0.19 M FRM 36-635											
636	1.35	2200	G	From	98%	1%	1%	0%	0%	C	0.095	F	0.606	2300	G	2002
				To	US 17 SOUTH											
636	0.40	1800	G	From	97%	1%	1%	0%	0%	C	0.092	F	0.633	1900	G	2002
				To	US 17 NORTH											
636	0.19	2100	G	From	97%	1%	1%	0%	0%	F	0.087	F	0.589	2000	G	2002
				To	URBAN BOUNDARY											
636	1.92	610	R	From	36-656						NA			NA		03/22/2000
				To	Dead End											
637	0.12	110	R	From	36-610						NA			NA		03/15/2000
				To	0.13 MN 36-610											
637	2.18	20	R	From							NA			NA		03/15/2000
				To	SR 198											
638	0.70	350	R	From	Dead End						NA			NA		1993
				To	36-643											
639	0.60	30	R	From	36-618						NA			NA		04/05/2000
				To	Dead End											
640	0.35	80	R	From	36-652						NA			NA		1997
				To	Dead End											
641	0.12	5600	R	From	36-1216						NA			NA		1995
				To	US 17											
641	0.34	4800	G	From	95%	1%	2%	2%	1%	C	0.091	F	0.656	5000	G	2002
				To	36-1254											
641	0.76	3800	G	From	95%	1%	2%	2%	1%	F	0.088	F	0.702	4000	G	2002
				To	SR 216 EAST											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(641)	2.41	1300	G	From	SR 216 WEST					F	0.101	F	0.584	1300	G	2002
				To	36-656											
(642)	0.57	230	R	From	Dead End						NA			NA		03/20/2000
				To	36-1236											
(642)	0.10	420	R	From							NA			NA		03/20/2000
				To	36-715											
(642)	0.43	600	R	From							NA			NA		03/20/2000
				To	36-672											
(642)	0.60	1400	R	From							NA			NA		03/20/2000
				To	36-643											
(643)	0.66	2800	G	From	SR 216					C	0.09	F	0.646	2900	G	2002
				To	36-642											
(643)	0.42	830	R	From							NA			NA		1997
				To	36-706											
(643)	1.05	370	R	From							NA			NA		1997
				To	Dead End											
(644)	0.95	160	R	From	Dead End						NA			NA		1997
				To	36-632											
(645)	0.11	70	R	From	Dead End						NA			NA		1993
				To	36-1234											
(645)	0.32	370	R	From							NA			NA		1993
				To	36-1216											
(646)	0.95	210	R	From	Dead End						NA			NA		1997
				To	36-1105											
(646)	0.27	430	R	From							NA			NA		1997
				To	36-1106											
(646)	0.75	600	R	From							NA			NA		1997
				To	36-1104											
(646)	0.15	420	R	From							NA			NA		1997
				To	36-649											
(647)	0.44	60	R	From	SR 33 WEST						NA			NA		04/12/2000
				To	36-600											
(647)	0.75	130	R	From							NA			NA		04/12/2000
				To	SR 33 EAST											
(648)	0.50	130	R	From	Dead End						NA			NA		1997
				To	36-649 WEST											
(648)	0.80	180	R	From	36-649 EAST						NA			NA		1997
				To	Dead End											
(649)	1.30	360	R	From	Dead End						NA			NA		03/29/2000
				To	SR 216; 36-653											
(649)	1.92	3000	G	From	95%					C	0.083	F	0.520	2900	G	2002
				To	36-652											
(649)	0.21	870	R	From							NA			NA		03/29/2000
				To	36-648 WEST											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(649)	0.07	490	R	From	36-648 WEST						NA			NA		03/29/2000
(649)	0.80	260	R	To	36-648 EAST						NA			NA		03/29/2000
				From	Dead End											
(650)	0.85	340	R	To	36-653						NA			NA		1997
(650)	1.00	230	R	From	36-1104						NA			NA		1997
(650)	0.30	120	R	To	36-652 SOUTH						NA			NA		1997
(650)	0.30	20	R	From	36-652 NORTH						NA			NA		03/29/2000
				To	0.30 ME 36-652						NA			NA		03/29/2000
				From	Dead End											
(651)	0.97	210	R	To	36-652						NA			NA		03/29/2000
				From	Dead End											
(652)	1.70	340	G	To	36-649					C	0.103	F	0.546	340	G	2002
(652)	1.00	50	R	From	36-653 NORTH						NA			NA		03/29/2000
				To	36-653 SOUTH						NA			NA		03/29/2000
				From	Dead End											
(653)	1.58	1000	G	To	SR 216; 36-649 S					C	0.098	F	0.586	1000	G	2002
(653)	0.69	120	R	From	36-652 NORTH						NA			NA		03/29/2000
(653)	0.41	10	R	To	0.70 MN 36-652 N						NA			NA		03/29/2000
				From	Dead End											
(654)	1.25	150	R	To	36-641						NA			NA		03/29/2000
				From	Dead End											
(655)	0.35	250	R	To	36-641						NA			NA		03/29/2000
(655)	0.85	100	R	From	36-714						NA			NA		03/29/2000
				To	Dead End											
(656)	1.34	1500	G	From	36-636					C	0.094	F	0.538	1400	G	2002
(656)	1.60	1300	G	To	36-641					F	0.101	F	0.636	1200	G	2002
(656)	1.27	490	R	From	36-620						NA			NA		04/24/2000
(656)	0.10	90	R	To	36-698						NA			NA		04/24/2000
				From	Dead End											
(657)	0.60	180	R	To	Dead End						NA			NA		04/10/2000
				From	36-629											
(658)	0.20	120	R	To	36-643						NA			NA		03/20/2000
				From	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
659	0.70	140	R	From	36-634						NA			NA		1997
				To	36-633											
660	0.22	70	R	From	36-623						NA			NA		1997
				To	Dead End											
661	1.00	240	R	From	SR 3						NA			NA		1997
				To	Dead End											
662	1.40	160	R	From	36-618						NA			NA		1997
				To	36-606											
663	0.46	60	R	From	Dead End						NA			NA		04/10/2000
				To	36-629											
664	0.39	130	R	From	36-616						NA			NA		1997
				To	Dead End											
665	1.53	140	R	From	Dead End						NA			NA		1997
				To	36-623											
666	0.85	30	R	From	Dead End						NA			NA		03/15/2000
				To	SR 33; 49-609											
667	0.50	130	R	From	Dead End						NA			NA		03/22/2000
				To	US 17											
668	1.06	210	R	From	Dead End						NA			NA		1997
				To	36-627											
669	1.90	190	R	From	Dead End						NA			NA		1997
				To	36-610											
671	0.50	160	R	From	US 17 BUS						NA			NA		04/19/2000
				To	36-629											
672	0.40	200	R	From	Dead End						NA			NA		1994
				To	36-642											
673	0.70	120	R	From	SR 198						NA			NA		1997
				To	Dead End											
674	0.60	60	R	From	SR 198 EAST						NA			NA		04/12/2000
				To	SR 198 WEST											
675	0.17	40	R	From	36-621						NA			NA		04/10/2000
				To	Dead End											
676	1.20	80	R	From	SR 3						NA			NA		1997
				To	Dead End											
677	0.40	70	R	From	Dead End						NA			NA		1997
				To	36-688											
677	0.40	1000	R	From							NA			NA		1997
				To	US 17											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
678	0.80	140	R	From	36-606						NA			NA		1997
				To	Dead End											
679	0.35	120	R	From	36-664						NA			NA		04/03/2000
				To	Cul-de-Sac											
680	1.44	170	R	From	SR 3						NA			NA		1997
				To	Dead End											
682	1.10	250	R	From	Dead End						NA			NA		1997
				To	36-616											
683	0.70	70	R	From	36-624						NA			NA		1997
				To	Dead End											
684	1.80	80	R	From	Dead End						NA			NA		04/05/2000
				To	36-617											
685	0.70	60	R	From	Dead End						NA			NA		1997
				To	36-626											
686	0.50	110	R	From	36-614						NA			NA		1997
				To	Dead End											
687	0.20	130	R	From	US 17 SR 33						NA			NA		1997
				To	Dead End											
688	0.12	170	R	From	Dead End						NA			NA		1997
				To	36-1425											
688	0.40	940	R	From							NA			NA		1997
				To	36-677											
689	0.55	100	R	From	36-626						NA			NA		1997
				To	Dead End											
690	0.18	290	R	From	36-623						NA			NA		1997
				To	Dead End											
691	0.40	60	R	From	SR 3 SOUTH						NA			NA		1997
				To	SR 3 NORTH											
692	0.84	140	R	From	36-623						NA			NA		1997
				To	Dead End											
693	1.34	230	R	From	36-690						NA			NA		1997
				To	Dead End											
694	1.28	180	R	From	SR 3						NA			NA		1997
				To	Dead End											
695	0.25	30	R	From	36-643						NA			NA		03/20/2000
				To	Dead End											
696	0.41	80	R	From	Dead End						NA			NA		1994
				To	36-643											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
697	0.43	110	R	From	Dead End						NA			NA		1997
				To	36-616											
698	0.18	60	R	From	36-656						NA			NA		1997
				To	0.19 ME 36-656											
698	0.04	8	R	From							NA			NA		1997
				To	Cul-de-Sac											
699	0.34	100	R	From	Dead End						NA			NA		1994
				To	36-1260											
699	0.39	680	R	From							NA			NA		1994
				To	SR 216											
700	0.99	250	R	From	SR 216						NA			NA		04/24/2000
				To	Dead End											
701	0.80	90	R	From	36-623						NA			NA		04/12/2000
				To	Dead End											
702	0.30	180	R	From	Dead End						NA			NA		1997
				To	36-623											
703	1.88	190	R	From	SR 198						NA			NA		1997
				To	36-733											
703	0.12	47	R	From							NA			NA		1997
				To	Cul-de-Sac											
704	0.50	40	R	From	Dead End						NA			NA		04/05/2000
				To	36-610											
705	0.42	70	R	From	36-626						NA			NA		1997
				To	Dead End											
706	0.35	100	R	From	Dead End						NA			NA		1997
				To	36-643											
707	0.21	290	R	From	Dead End						NA			NA		03/20/2000
				To	36-717											
707	0.37	900	R	From							NA			NA		03/20/2000
				To	SR 216											
708	0.15	60	R	From	Dead End						NA			NA		1997
				To	0.15 ME Dead End											
708	0.53	110	R	From							NA			NA		1997
				To	36-616											
709	0.26	30	R	From	36-623						NA			NA		04/12/2000
				To	Dead End											
710	0.68	90	R	From	SR 198						NA			NA		04/12/2000
				To	Dead End											
711	0.53	60	R	From	36-656						NA			NA		04/24/2000
				To	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(712)	0.21	170	R	From		36-616					NA			NA		1997
				To		0.22 MN 36-616										
(712)	0.22	130	R	From							NA			NA		04/05/2000
				To		Dead End										
(713)	0.05	NA		From		36-606					NA			NA		
				To		Dead End										
(714)	0.18	130	R	From		36-655					NA			NA		1997
				To		0.19 MN 36-655										
(714)	0.27	140	R	From							NA			NA		03/29/2000
				To		Dead End										
(715)	0.28	140	R	From		36-642					NA			NA		03/20/2000
				To		Dead End										
(716)	0.63	100	R	From		36-653					NA			NA		1997
				To		Dead End										
(717)	0.25	200	R	From		36-735					NA			NA		1993
				To		Dead End										
(718)	0.27	46	R	From		36-621					NA			NA		04/10/2000
				To		Dead End										
(719)	0.40	150	R	From		36-653					NA			NA		1997
				To		36-746										
(719)	0.30	150	R	From							NA			NA		1997
				To		ROAD										
(719)	0.25	140	R	From							NA			NA		03/29/2000
				To		Cul-de-Sac										
(720)	0.40	40	R	From		Dead End					NA			NA		1997
				To		36-629										
(721)	0.02	8	R	From		Dead End					NA			NA		1997
				To		36-610										
(722)	0.02	10	R	From		Dead End					NA			NA		1997
				To		36-610										
(723)	0.26	200	R	From		36-724					NA			NA		03/20/2000
				To		36-642										
(724)	0.20	100	R	From		Dead End					NA			NA		03/20/2000
				To		36-723										
(724)	0.11	30	R	From							NA			NA		03/20/2000
				To		Dead End										
(725)	0.17	40	R	From		SR 216					NA			NA		1997
				To		Dead End										
(726)	1.45	300	R	From		SR 198					NA			NA		1997
				To		Dead End										

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2Axle 3+Axle 1Trail 2Trail																
Gloucester County																
727	0.22	30	R	From:	Dead End						NA			NA		04/05/2000
				To:	36-614											
728	0.10	90	R	From:	36-629						NA			NA		1997
				To:	Dead End											
729	0.46	140	R	From:	36-617						NA			NA		1997
				To:	Dead End											
730	0.09	45	R	From:	Dead End						NA			NA		04/05/2000
				To:	36-731											
730	0.26	210	R	From:							NA			NA		04/05/2000
				To:	36-614											
731	0.45	30	R	From:	Cul-de-Sac						NA			NA		04/05/2000
				To:	36-730											
732	0.47	70	R	From:	36-216						NA			NA		03/29/2000
				To:	Dead End											
733	0.14	20	R	From:	36-703						NA			NA		04/12/2000
				To:	Dead End											
734	0.25	80	R	From:	Dead End						NA			NA		04/05/2000
				To:	36-610											
735	0.31	190	R	From:	Cul-de-Sac						NA			NA		1993
				To:	36-717											
736	0.10	390	R	From:	36-635						NA			NA		1997
				To:	US 17; 36-614											
737	0.23	130	R	From:	Cul-de-Sac						NA			NA		04/03/2000
				To:	36-614											
738	0.34	130	R	From:	Dead End						NA			NA		1997
				To:	36-633											
740	0.12	140	R	From:	36-1216						NA			NA		1993
				To:	Dead End											
745	0.33	70	R	From:	Cul-de-Sac						NA			NA		1997
				To:	36-643											
746	0.17	40	R	From:	Cul-de-Sac						NA			NA		03/29/2000
				To:	36-719											
750	0.12	46	R	From:	Dead End						NA			NA		03/15/2000
				To:	36-606											
760	0.10	50	R	From:	Cul-de-Sac						NA			NA		03/20/2000
				To:	36-638											
770	0.37	110	R	From:	SR 198						NA			NA		03/15/2000
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
780	0.23	NA		From	Cul-de-Sac						NA			NA		
				To	US 17 APPROX LOCATION											
781	0.17	NA		From	Dead End						NA			NA		
				To	36-780											
782	0.18	NA		From	Dead End						NA			NA		
				To	36-781											
783	0.07	NA		From	Cul-de-Sac						NA			NA		
				To	36-782											
1001	0.25	240	R	From	Dead End						NA			NA		1997
1001	0.05	450	R	To	36-1003						NA			NA		1997
				To	BUS US 17											
1002	0.09	100	R	From	36-1015						NA			NA		1997
				To	36-1008											
1002	0.27	310	R	From	36-1008						NA			NA		1997
1002	0.19	540	R	To	US 17 BUS						NA			NA		1997
				To	Dead End											
1003	0.12	290	R	From	36-1014						NA			NA		1997
				To	36-1001											
1004	0.05	220	R	From	36-1003						NA			NA		1997
				To	US 17 BUS											
1005	0.10	49	R	From	Dead End						NA			NA		1997
				To	US 17 BUS											
1006	0.20	70	R	From	36-621						NA			NA		1997
				To	36-621											
1007	0.09	410	R	From	36-1009						NA			NA		1997
				To	US 17 BUS											
1008	0.10	130	R	From	36-1002						NA			NA		1997
				To	36-1014											
1009	0.23	370	R	From	36-1007						NA			NA		1997
				To	36-1010											
1010	0.08	830	R	From	36-1009						NA			NA		1997
				To	US 17 BUS											
1011	0.38	350	R	From	US 17 BUS						NA			NA		04/19/2000
				To	36-1025											
1012	0.14	230	R	From	36-1017						NA			NA		04/19/2000
				To	36-1013											
1012	0.08	330	R	From	36-1013						NA			NA		04/19/2000
				To	36-616											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1013)	0.13	60	R	From		Dead End					NA			NA		04/19/2000
				To		36-1012										
(1014)	0.31	240	R	From		36-1015					NA			NA		1997
				To		36-1003										
(1014)	0.05	270	R	From		36-1003					NA			NA		1997
				To		US 17 BUS										
(1014)	0.20	430	R	From		US 17 BUS					NA			NA		1997
				To		Dead End										
(1015)	0.16	70	R	From		36-1002					NA			NA		1997
				To		Dead End										
(1016)	0.12	100	R	From		Dead End					NA			NA		04/03/2000
				To		36-616										
(1017)	0.15	180	R	From		36-1023					NA			NA		04/19/2000
				To		36-1012										
(1018)	0.12	310	R	From		Dead End					NA			NA		04/19/2000
				To		US 17 BUS										
(1019)	0.20	1100	R	From		US 17					NA			NA		04/03/2000
				To		Dead End										
(1020)	0.42	260	R	From		Cul-de-Sac					NA			NA		04/03/2000
				To		36-616										
(1021)	0.12	80	R	From		36-1020					NA			NA		04/03/2000
				To		Cul-de-Sac										
(1022)	0.09	80	R	From		Cul-de-Sac					NA			NA		04/03/2000
				To		36-1020										
(1023)	0.13	70	R	From		Cul-de-Sac					NA			NA		04/19/2000
				To		36-1017										
(1024)	0.30	3000	R	From		US 17					NA			NA		04/27/2000
				To		Dead End										
(1025)	0.12	180	R	From		36-616					NA			NA		04/19/2000
				To		36-1011										
(1025)	0.04	160	R	From		36-1011					NA			NA		04/19/2000
				To		36-1026										
(1025)	0.06	40	R	From		36-1026					NA			NA		04/19/2000
				To		Dead End										
(1026)	0.09	120	R	From		36-1025					NA			NA		04/19/2000
				To		Cul-de-Sac										
(1027)	0.09	90	R	From		Cul-de-Sac					NA			NA		04/19/2000
				To		36-1011										
(1028)	0.08	60	R	From		36-1011					NA			NA		04/19/2000
				To		Cul-de-Sac										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Gloucester County																
(1030)	0.20	240	R	From:	Cul-de-Sac						NA			NA		04/24/2000
				To:	US 17 BUS											
(1031)	0.10	60	R	From:	Cul-de-Sac						NA			NA		04/24/2000
				To:	36-1030											
(1032)	0.07	80	R	From:	Dead End						NA			NA		04/24/2000
				To:	36-1030											
(1032)	0.06	40	R	From:	36-1030						NA			NA		04/24/2000
				To:	Cul-de-Sac											
(1035)	0.08	180	R	From:	36-606						NA			NA		04/03/2000
				To:	36-1036											
(1036)	0.16	90	R	From:	0.08 MS 36-1035						NA			NA		04/03/2000
				To:	Dead End											
(1037)	0.23	NA		From:	36-1039						NA			NA		
				To:	36-1014											
(1038)	0.03	NA		From:	Cul-de-Sac						NA			NA		
				To:	36-1037											
(1039)	0.14	NA		From:	Dead End						NA			NA		
				To:	36-1014											
(1040)	0.30	220	R	From:	Cul-de-Sac						NA			NA		1997
				To:	36-619											
(1041)	0.12	70	R	From:	Cul-de-Sac						NA			NA		1997
				To:	36-1040											
(1045)	0.46	1200	R	From:	36-616						NA			NA		04/19/2000
				To:	36-1046											
(1046)	0.25	870	R	From:	36-1045						NA			NA		04/19/2000
				To:	36-1049											
(1047)	0.21	180	R	From:	Cul-de-Sac						NA			NA		04/19/2000
				To:	36-1046											
(1047)	0.23	120	R	From:	36-1046						NA			NA		04/19/2000
				To:	Cul-de-Sac											
(1048)	0.06	40	R	From:	Cul-de-Sac						NA			NA		04/19/2000
				To:	36-1047											
(1049)	0.10	140	R	From:	Dead End						NA			NA		04/19/2000
				To:	36-1046											
(1049)	0.25	NA		From:	36-1046						NA			NA		
				To:	Cul-de-Sac											
(1050)	0.11	310	R	From:	36-1051						NA			NA		04/24/2000
				To:	36-616											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1051)	0.08	60	R	From:	Cul-de-Sac						NA			NA		04/24/2000
(1051)	0.29	80	R	To:	36-1050						NA			NA		04/24/2000
				From:	Dead End .29MN 1050											
(1060)	0.31	190	R	To:	Cul-de-Sac						NA			NA		1997
(1065)	0.47	NA		To:	36-616											
(1065)				From:	36-1045						NA			NA		
(1066)	0.05	20	R	To:	Cul-de-Sac						NA			NA		04/19/2000
(1066)				From:	36-1065											
(1067)	0.18	100	R	To:	Cul-de-Sac						NA			NA		04/19/2000
(1067)				From:	36-1065											
(1068)	0.18	40	R	To:	36-1070						NA			NA		04/19/2000
(1068)				From:	36-1065; 36-1070											
(1069)	0.08	30	R	To:	Cul-de-Sac						NA			NA		04/19/2000
(1069)				From:	36-1068											
(1070)	0.18	30	R	To:	Cul-de-Sac						NA			NA		04/19/2000
(1070)				From:	36-1065											
(1085)	1.14	540	R	To:	Cul-de-Sac						NA			NA		04/24/2000
(1085)				From:	US 17											
(1086)	0.35	150	R	To:	36-1085						NA			NA		04/24/2000
(1086)				From:	36-1085											
(1101)	0.11	100	R	To:	Dead End						NA			NA		1996
(1101)	0.20	580	R	To:	36-1103						NA			NA		1996
(1101)	0.49	1400	R	To:	36-1102						NA			NA		1996
(1101)				From:	36-649											
(1102)	0.70	840	R	To:	Dead End						NA			NA		1996
(1102)				From:	36-1101											
(1103)	0.15	130	R	To:	Dead End						NA			NA		1996
(1103)				From:	36-1101											
(1104)	0.13	100	R	To:	36-650						NA			NA		1997
(1104)				From:	36-649 WEST											
(1104)	0.60	300	R	To:	36-649 EAST						NA			NA		1997
(1104)				From:	36-646											
(1105)	0.25	110	R	To:	Dead End						NA			NA		03/29/2000
(1105)	0.05	20	R	To:	36-646						NA			NA		03/29/2000
(1105)				From:	Dead End											

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Gloucester County																
(1106)	0.20	70	R	From:	Dead End						NA			NA		03/29/2000
				To:	36-646											
(1107)	0.12	160	R	From:	Dead End						NA			NA		1996
				To:	36-648											
(1110)	0.24	140	R	From:	36-606						NA			NA		1997
				To:	Cul-de-Sac											
(1111)	0.21	120	R	From:	36-607						NA			NA		1997
				To:	Cul-de-Sac											
(1115)	0.11	47	R	From:	Cul-de-Sac						NA			NA		1997
				To:	36-633											
(1116)	0.23	NA		From:	US-00017(B)/						NA			NA		
				To:	Cul-de-Sac/											
(1117)	0.23	NA		From:	36-01116(B)/						NA			NA		
				To:	Cul-de-Sac/											
(1120)	0.11	80	R	From:	Cul-de-Sac						NA			NA		1995
				To:	36-638											
(1125)	0.14	90	R	From:	36-616						NA			NA		1997
				To:	Cul-de-Sac											
(1126)	0.07	30	R	From:	Cul-de-Sac						NA			NA		1997
				To:	36-1125											
(1127)	0.22	210	R	From:	36-616						NA			NA		1997
				To:	Cul-de-Sac											
(1128)	0.05	30	R	From:	36-1127						NA			NA		1997
				To:	Cul-de-Sac											
(1129)	0.10	40	R	From:	36-1127						NA			NA		1997
				To:	Cul-de-Sac											
(1133)	0.38	NA		From:	Cul-de-Sac/						NA			NA		
				To:	36-00610(B)/											
(1134)	0.16	30	R	From:	Cul-de-Sac						NA			NA		04/27/2000
				To:	36-612											
(1135)	0.39	240	R	From:	36-612						NA			NA		04/05/2000
				To:	Cul-de-Sac											
(1136)	0.26	100	R	From:	36-612						NA			NA		04/05/2000
				To:	Cul-de-Sac											
(1140)	0.52	260	R	From:	36-610						NA			NA		04/05/2000
				To:	Dead End											
(1141)	0.21	80	R	From:	Cul-de-Sac						NA			NA		04/05/2000
				To:	36-1140											

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						2Axle	3+Axle	1Trail	2Trail								
Gloucester County																	
(1201)	0.10	40	R	From:	36-1271						NA			NA		1997	
				To:													
(1201)	0.11	40	R	From:	36-1249 SOUTH						NA			NA		1997	
				To:													
(1201)	0.29	60	R	From:	0.12 MW 36-1249						NA			NA		1997	
				To:													
(1201)	0.45	600	R	From:	36-1249 NORTH						NA			NA		1997	
				To:													
(1201)	0.11	1100	R	From:	36-1257						NA			NA		1997	
				To:													
(1201)	0.09	1400	R	From:	36-1255						NA			NA		1997	
				To:													
(1202)	0.06	200	R	From:	US 17						NA			NA		03/20/2000	
				To:													
(1202)	0.69	2000	G	97%	1%	2%	0%	0%	0%	C	0.092	F	0.6	2100	G	2002	
(1202)	0.30	110	R	From:	36-1214						NA			NA		03/20/2000	
				To:													
(1203)	0.11	1300	R	From:	Dead End						NA			NA		1997	
				To:													
(1204)	0.04	220	R	From:	FR-867						NA			NA		1997	
				To:													
(1205)	0.06	370	R	From:	36-1216						NA			NA		1993	
				To:													
(1205)	0.20	320	R	From:	US 17						NA			NA		1993	
				To:													
(1206)	0.33	470	R	From:	36-1235						NA			NA		1997	
				To:													
(1206)	0.07	1400	R	From:	US 17						NA			NA		1997	
				To:													
(1207)	0.16	130	R	From:	Dead End						NA			NA		03/20/2000	
				To:													
(1207)	0.09	200	R	From:	36-1211						NA			NA		03/20/2000	
				To:													
(1207)	0.20	390	R	From:	36-1212 WEST						NA			NA		03/20/2000	
				To:													
(1208)	0.65	4500	R	From:	Dead End						NA			NA		1995	
				To:													
(1208)	0.19	3100	G	From:	36-1202						C	0.098	F	0.517	3200	G	2002
				To:													
(1209)	0.25	120	R	From:	36-1227						NA			NA		1993	
				To:													
(1210)	0.36	490	R	From:	Dead End						NA			NA		1993	
				To:													

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1211)	0.13	120	R	From:	36-1207						NA			NA		1993
				To:	36-1213											
(1212)	0.24	190	R	From:	Dead End						NA			NA		1993
				To:	36-1207 WEST											
(1212)	0.12	190	R	From:	36-1207 EAST						NA			NA		1993
				To:	36-1213											
(1213)	0.28	100	R	From:	Dead End						NA			NA		1993
				To:	36-1212											
(1213)	0.13	230	R	From:							NA			NA		1993
				To:	36-1216											
(1214)	0.37	330	R	From:	36-1202						NA			NA		1993
				To:	Dead End											
(1215)	0.10	100	R	From:	36-1227						NA			NA		03/20/2000
				To:	36-1231											
(1215)	0.05	190	R	From:							NA			NA		03/20/2000
				To:	36-1222											
(1215)	0.03	220	R	From:							NA			NA		03/20/2000
				To:	36-1223											
(1215)	0.09	160	R	From:							NA			NA		03/20/2000
				To:	36-1202											
(1216)	1.78	3500	G	From:	36-1250					C	0.114	F	0.776	3700	G	2002
				To:	US 17											
(1217)	0.02	4300	R	From:	36-1216						NA			NA		1997
				To:	US 17											
(1218)	0.30	80	R	From:	36-1240						NA			NA		1997
				To:	US 17											
(1219)	0.14	2600	R	From:	36-1216						NA			NA		1997
				To:	US 17 SR 216											
(1220)	0.14	90	R	From:	36-1202						NA			NA		03/20/2000
				To:	36-1221											
(1220)	0.05	60	R	From:							NA			NA		03/20/2000
				To:	36-1214											
(1221)	0.09	70	R	From:	36-1202						NA			NA		03/20/2000
				To:	36-1220											
(1222)	0.06	50	R	From:	36-1215						NA			NA		03/20/2000
				To:	36-1209											
(1222)	0.06	30	R	From:							NA			NA		03/20/2000
				To:	36-1226											
(1223)	0.06	120	R	From:	36-1239						NA			NA		1996
				To:	36-1225											
(1223)	0.04	110	R	From:							NA			NA		1996
				To:	36-1215											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1224)	0.07	20	R	From	36-1239						NA			NA		1996
				To	36-1225											
(1225)	0.13	100	R	From	36-1239						NA			NA		1996
				To	36-1224											
(1225)	0.07	40	R	From	36-1224						NA			NA		1996
				To	36-1223											
(1226)	0.13	80	R	From	36-1227						NA			NA		1996
				To	36-1222											
(1226)	0.12	180	R	From	36-1222						NA			NA		1996
				To	36-1202											
(1227)	0.06	60	R	From	36-1231						NA			NA		1996
				To	36-1215											
(1227)	0.06	80	R	From	36-1215						NA			NA		1996
				To	36-1209											
(1227)	0.06	70	R	From	36-1209						NA			NA		1996
				To	36-1226											
(1228)	0.17	750	R	From	Dead End						NA			NA		1996
				To	36-641											
(1229)	0.08	180	R	From	36-1214						NA			NA		1996
				To	BEGIN LOOP											
(1229)	0.15	100	R	From	BEGIN LOOP						NA			NA		1996
				To	36-1230											
(1229)	0.06	48	R	From	36-1230						NA			NA		1996
				To	END LOOP											
(1230)	0.02	20	R	From	Dead End						NA			NA		1996
				To	36-1229											
(1231)	0.11	90	R	From	36-1227						NA			NA		1996
				To	36-1215											
(1232)	0.50	550	R	From	Dead End						NA			NA		1993
				To	36-1252											
(1232)	0.13	1600	R	From	36-1252						NA			NA		1993
				To	36-1216											
(1233)	0.34	410	R	From	Dead End						NA			NA		1993
				To	36-1216											
(1234)	0.20	120	R	From	36-645						NA			NA		1993
				To	36-1241											
(1235)	0.12	70	R	From	Dead End						NA			NA		1997
				To	36-1206											
(1235)	0.07	70	R	From	36-1206						NA			NA		1997
				To	Dead End											
(1236)	0.32	140	R	From	Cul-de-Sac						NA			NA		1993
				To	36-642											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1237)	0.18	530	R	From	US 17						NA			NA		1997
(1237)	0.02	240	R	To	36-1248						NA			NA		1997
				From	36-1247											
(1238)	0.14	160	R	To	36-1216						NA			NA		1997
				From	Dead End											
(1239)	0.24	250	R	To	36-1208						NA			NA		1993
				From	36-1202											
(1240)	0.21	640	R	To	36-1243						NA			NA		1997
(1240)	0.08	830	R	From	36-1218						NA			NA		1997
				To	US 17											
(1241)	0.16	120	R	From	Dead End						NA			NA		1993
(1241)	0.38	370	R	To	36-1234						NA			NA		1993
				From	36-1216											
(1242)	0.14	240	R	To	36-1243 EAST						NA			NA		1997
(1242)	0.25	80	R	From	36-1244 EAST						NA			NA		1997
(1242)	0.13	150	R	To	36-1244 WEST						NA			NA		1997
(1242)	0.07	160	R	From	36-1245						NA			NA		1997
				To	36-1243 WEST											
(1243)	0.12	60	R	From	36-1244						NA			NA		1997
(1243)	0.08	250	R	To	36-1242 WEST						NA			NA		1997
(1243)	0.04	540	R	From	36-1242 EAST						NA			NA		1997
				To	36-1240											
(1244)	0.06	20	R	From	36-1242 WEST						NA			NA		1997
(1244)	0.07	47	R	To	36-1243						NA			NA		1997
				To	36-1242 EAST											
(1245)	0.03	8	R	From	Cul-de-Sac						NA			NA		1997
				To	36-1242											
(1246)	0.16	150	R	From	Dead End						NA			NA		1997
				To	36-641											
(1247)	0.23	220	R	From	36-1202						NA			NA		1997
(1247)	0.04	20	R	To	36-1237						NA			NA		1997
				From	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1248	0.23	210	R	From	36-1237						NA			NA		1997
				To	Dead End											
1249	0.08	180	R	From	36-1201 SOUTH						NA			NA		1997
1249	0.12	80	R	To	36-1270						NA			NA		1997
				From	36-1201 NORTH											
1250	0.11	190	R	From	Dead End						NA			NA		1997
1250	0.03	360	R	To	36-1251						NA			NA		1997
				From	36-1261											
1250	0.36	1200	R	From	36-1261						NA			NA		1997
1250	0.02	2500	G	To	36-1216					C	0.099	F	0.643	2700	G	2002
				From	US 17											
1251	0.12	170	R	From	Dead End						NA			NA		1997
				To	36-1250											
1252	0.14	440	R	From	Dead End						NA			NA		03/22/2000
				To	36-1232											
1253	0.01	30	R	From	Dead End						NA			NA		1993
1253	0.01	60	R	To	36-641 Gap Terminus						NA			NA		1993
				From	36-641											
1254	0.13	90	R	From	Dead End						NA			NA		1997
				To	36-641											
1255	0.16	160	R	From	Cul-de-Sac						NA			NA		1997
				To	36-1201											
1256	0.06	180	R	From	36-1208						NA			NA		1995
				To	Dead End											
1257	0.13	100	R	From	36-1201						NA			NA		1997
				To	Cul-de-Sac											
1258	0.08	70	R	From	Cul-de-Sac						NA			NA		03/20/2000
				To	36-1207											
1259	0.03	40	R	From	Cul-de-Sac						NA			NA		1997
				To	36-1247											
1260	0.17	440	R	From	36-699						NA			NA		1993
1260	0.43	60	R	To	BEGIN LOOP						NA			NA		1993
				From	END LOOP											
1261	0.04	400	R	From	36-1250						NA			NA		1997
				To	36-1262											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1262)	0.09	60	R	From	Dead End						NA			NA		1997
(1262)	0.04	170	R	To	36-1261						NA			NA		1997
				From	36-1265											
(1263)	0.26	160	R	To	Cul-de-Sac						NA			NA		1997
				From	36-1201											
(1264)	0.32	80	R	To	36-1260						NA			NA		03/20/2000
				From	Cul-de-Sac											
(1265)	0.15	80	R	To	36-1262						NA			NA		1997
				From	36-1266											
(1266)	0.05	30	R	To	Cul-de-Sac						NA			NA		1997
(1266)	0.07	60	R	From	36-1267						NA			NA		1997
				To	36-1265											
(1267)	0.13	100	R	From	36-1262						NA			NA		1997
				To	36-1266											
(1268)	0.03	40	R	From	Cul-de-Sac						NA			NA		1997
				To	36-1267											
(1270)	0.10	90	R	From	36-1249						NA			NA		1997
				To	36-1271											
(1271)	0.13	49	R	From	36-1201						NA			NA		1997
				To	36-1270											
(1272)	0.10	80	R	From	36-1201 SOUTH						NA			NA		1997
				To	36-1201 NORTH											
(1273)	0.08	NA		From	Cul-de-Sac						NA			NA		
				To	36-1232											
(1274)	0.08	NA		From	Cul-de-Sac						NA			NA		
				To	36-1232											
(1275)	0.12	40	R	From	Cul-de-Sac						NA			NA		1995
				To	36-1214											
(1276)	0.05	20	R	From	Cul-de-Sac						NA			NA		1995
				To	36-1275											
(1278)	0.13	60	R	From	Cul-de-Sac						NA			NA		1997
				To	36-1228											
(1279)	0.10	100	R	From	Cul-de-Sac						NA			NA		1996
				To	36-1228											
(1280)	0.11	60	R	From	Cul-de-Sac						NA			NA		1995
				To	36-641											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1285	0.37	200	R	From	Cul-de-Sac						NA			NA		03/20/2000
				To	36-699											
1286	0.14	60	R	From	Cul-de-Sac						NA			NA		03/20/2000
				To	36-1285											
1287	0.07	20	R	From	36-1285						NA			NA		03/20/2000
				To	36-1285											
1288	0.06	NA		From	Cul-de-Sac						NA			NA		
				To	36-1247											
1289	0.12	NA		From	36-1247						NA			NA		
				To	Cul-de-Sac											
1290	0.23	45	R	From	Cul-de-Sac						NA			NA		1995
				To	36-642											
1295	0.10	130	R	From	36-1297						NA			NA		03/22/2000
				To	36-1305											
1297	0.08	70	R	From	36-1295						NA			NA		03/22/2000
				To	Cul-de-Sac											
1300	0.11	100	R	From	Cul-de-Sac						NA			NA		1996
				To	36-1311											
1301	0.23	130	R	From	Dead End						NA			NA		03/22/2000
				To	36-1327											
1301	0.37	620	R	From	36-1302						NA			NA		03/22/2000
				To	US 17											
1301	0.39	980	R	From	36-1303						NA			NA		03/22/2000
				To	36-1301											
1302	0.40	590	R	From	Dead End						NA			NA		03/22/2000
				To	36-1302											
1303	0.70	470	R	From	36-1304						NA			NA		1993
				To	0.55 MS 36-1304											
1303	0.28	1700	R	From	36-1304						NA			NA		1993
				To	Dead End											
1303	0.55	420	R	From	36-1316 WEST						NA			NA		03/22/2000
				To	36-1316 EAST											
1304	0.19	90	R	From	36-1318						NA			NA		1996
				To	36-1319											
1304	0.08	260	R	From	36-1319						NA			NA		1996
				To	36-1303											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1304)	0.54	3500	G	From	36-1303				C	0.105	F	0.604	3600	G	2002	
				To	US 17											
(1305)	0.60	340	R	From	Dead End				NA			NA		1996		
				To	36-1304											
(1306)	0.41	1400	R	From	Dead End				NA			NA		1996		
				To	US 17											
(1307)	0.37	2100	R	From	36-1303				NA			NA		1996		
				To	US 17											
(1308)	0.25	460	R	From	36-1311				NA			NA		1996		
				To	36-1304											
(1308)	0.11	140	R	From	36-1304				NA			NA		1996		
				To	Dead End											
(1309)	0.13	260	R	From	36-636				NA			NA		1996		
				To	36-1310											
(1310)	0.28	230	R	From	Dead End				NA			NA		1996		
				To	36-1309											
(1310)	0.06	200	R	From	36-1309				NA			NA		1996		
				To	36-1322											
(1310)	0.21	380	R	From	36-1322				NA			NA		1996		
				To	36-636											
(1311)	0.07	360	R	From	36-1314				NA			NA		1996		
				To	36-1313											
(1311)	0.02	830	R	From	36-1313				NA			NA		1996		
				To	36-1308											
(1311)	0.15	1100	R	From	36-1308				NA			NA		1996		
				To	US 17											
(1312)	0.27	310	R	From	36-1305				NA			NA		1996		
				To	36-1314											
(1312)	0.07	90	R	From	36-1314				NA			NA		1996		
				To	36-1313											
(1312)	0.10	50	R	From	36-1313				NA			NA		1996		
				To	Dead End											
(1313)	0.19	300	R	From	36-1312				NA			NA		1996		
				To	36-1311											
(1314)	0.19	300	R	From	36-1312				NA			NA		1996		
				To	36-1311											
(1315)	0.37	100	R	From	36-636				NA			NA		1996		
				To	Dead End											
(1316)	0.12	100	R	From	36-1304 SOUTH				NA			NA		1996		
				To	36-1304 NORTH											
(1316)	0.07	150	R	From	36-1304 NORTH				NA			NA		1996		
				To	36-1317											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1316	0.08	60	R	From	36-1317						NA			NA		1996
				To	Cul-de-Sac											
1317	0.06	80	R	From	Cul-de-Sac						NA			NA		1996
				To	36-1316											
1318	0.06	20	R	From	Cul-de-Sac						NA			NA		1996
				To	36-1319											
1318	0.08	30	R	From							NA			NA		1996
				To	36-1304											
1319	0.25	60	R	From	36-1318						NA			NA		1996
				To	36-1304											
1319	0.15	130	R	From							NA			NA		1996
				To	Cul-de-Sac											
1320	0.14	200	R	From	Dead End						NA			NA		03/22/2000
				To	36-1321											
1320	0.24	420	R	From							NA			NA		03/22/2000
				To	36-636											
1321	0.21	180	R	From	Cul-de-Sac						NA			NA		03/22/2000
				To	36-1320											
1322	0.08	180	R	From	36-1310						NA			NA		03/22/2000
				To	36-1323											
1322	0.08	NA		From							NA			NA		
				To	Cul-de-Sac											
1323	0.08	50	R	From	Dead End						NA			NA		03/22/2000
				To	36-1322											
1323	0.03	20	R	From							NA			NA		03/22/2000
				To	Dead End											
1324	0.09	120	R	From	Cul-de-Sac						NA			NA		1996
				To	36-635											
1325	0.11	140	R	From	36-1326						NA			NA		1996
				To	36-632											
1326	0.11	50	R	From	Dead End						NA			NA		1996
				To	36-1325											
1326	0.14	70	R	From							NA			NA		1996
				To	Dead End											
1327	0.22	220	R	From	36-1301						NA			NA		1995
				To	Cul-de-Sac											
1328	0.11	120	R	From	Cul-de-Sac						NA			NA		1995
				To	36-1327											
1329	0.18	70	R	From	36-1328						NA			NA		1995
				To	Cul-de-Sac											

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2Axle 3+Axle 1Trail 2Trail																
Gloucester County																
1330	0.20	130	R	From	36-635						NA			NA		1996
				To	Cul-de-Sac											
1331	0.30	140	R	From	36-618						NA			NA		1997
				To	Cul-de-Sac											
1332	0.21	100	R	From	Dead End						NA			NA		03/22/2000
				To	US 17											
1333	0.15	120	R	From	Cul-de-Sac .15MN						NA			NA		03/22/2000
				To	36-1302											
1333	0.11	70	R	From							NA			NA		03/22/2000
				To	Cul-de-Sac											
1334	0.16	50	R	From	Cul-de-Sac						NA			NA		1997
				To	36-631											
1335	0.13	60	R	From	Cul-de-Sac						NA			NA		1995
				To	36-1305											
1336	0.09	80	R	From	36-614						NA			NA		1996
				To	36-1337											
1336	0.07	20	R	From							NA			NA		1996
				To	Cul-de-Sac											
1337	0.06	20	R	From	Dead End						NA			NA		1996
				To	36-1336											
1337	0.04	10	R	From							NA			NA		1996
				To	Dead End											
1338	0.44	300	R	From	Cul-de-Sac						NA			NA		1996
				To	36-614											
1339	0.15	130	R	From	36-633						NA			NA		04/05/2000
				To	Cul-de-Sac											
1340	0.20	70	R	From	Cul-de-Sac						NA			NA		1996
				To	36-635											
1341	0.16	80	R	From	Cul-de-Sac						NA			NA		1997
				To	36-636											
1342	0.20	NA		From	Cul-de-Sac						NA			NA		
				To	36-618											
1343	0.09	60	R	From	Cul-de-Sac						NA			NA		1997
				To	36-1346											
1344	0.09	260	R	From	36-1346						NA			NA		1996
				To	36-1345											
1344	0.09	460	R	From							NA			NA		1996
				To	36-614											
1345	0.12	120	R	From	Cul-de-Sac						NA			NA		1996
				To	36-1344											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1346)	0.10	70	R	From	Cul-de-Sac						NA			NA		1996
				To	36-1344											
(1346)	0.12	150	R	From							NA			NA		1996
				To	Dead End											
(1347)	0.16	220	R	From	36-614						NA			NA		1997
				To	Cul-de-Sac											
(1348)	0.15	60	R	From	36-1347						NA			NA		1997
				To	Cul-de-Sac											
(1349)	0.07	NA		From	Cul-de-Sac/						NA			NA		
				To	36-01303(B)/											
(1350)	0.08	10	R	From	36-1351						NA			NA		1995
				To	36-1319											
(1351)	0.09	50	R	From	Cul-de-Sac .09MN						NA			NA		1995
				To	36-1350											
(1351)	0.09	40	R	From							NA			NA		1995
				To	Dead End .09MS											
(1355)	0.19	90	R	From	Cul-de-Sac						NA			NA		1997
				To	36-632											
(1356)	0.37	210	R	From	36-1359						NA			NA		03/22/2000
				To	36-636											
(1357)	0.10	70	R	From	Cul-de-Sac						NA			NA		03/22/2000
				To	36-1356											
(1358)	0.05	40	R	From	36-1356						NA			NA		03/22/2000
				To	Cul-de-Sac											
(1359)	0.44	200	R	From	Cul-de-Sac						NA			NA		03/22/2000
				To	36-636											
(1360)	0.53	530	R	From	Cul-de-Sac						NA			NA		1997
				To	36-614											
(1361)	0.20	140	R	From	Cul-de-Sac						NA			NA		1997
				To	36-1360											
(1362)	0.07	50	R	From	Cul-de-Sac						NA			NA		1997
				To	36-1360											
(1363)	0.15	NA		From	36-1304						NA			NA		
				To	Cul-de-Sac											
(1364)	0.08	NA		From	Cul-de-Sac						NA			NA		
				To	36-1363											
(1365)	0.12	40	R	From	36-614						NA			NA		1997
				To	Cul-de-Sac											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1367	0.19	120	R	From	36-1201						NA			NA		1997
				To	Cul-de-Sac											
1370	0.35	200	R	From	36-618						NA			NA		1997
				To	Cul-de-Sac											
1375	0.11	90	R	From	Cul-de-Sac						NA			NA		1997
				To	36-636											
1380	0.90	860	R	From	Cul-de-Sac						NA			NA		1997
				To	36-632											
1381	0.65	710	R	From	36-1380 SOUTH						NA			NA		04/10/2000
				To	36-1380 NORTH											
1382	0.09	47	R	From	Cul-de-Sac						NA			NA		04/10/2000
				To	36-1381											
1383	0.18	140	R	From	Cul-de-Sac						NA			NA		04/10/2000
				To	36-1381											
1384	0.24	130	R	From	36-1381						NA			NA		04/10/2000
				To	36-1380											
1385	0.05	30	R	From	36-1384						NA			NA		04/10/2000
				To	Cul-de-Sac											
1386	0.07	280	R	From	36-1387						NA			NA		04/10/2000
				To	36-1381											
1387	0.24	100	R	From	Cul-de-Sac						NA			NA		04/10/2000
				To	36-1386											
1387	0.12	NA		From	36-1386						NA			NA		
				To	Cul-de-Sac											
1388	0.16	90	R	From	Cul-de-Sac						NA			NA		04/10/2000
				To	36-1381											
1395	0.11	70	R	From	36-1307						NA			NA		1997
				To	Cul-de-Sac											
1401	0.11	30	R	From	Cul-de-Sac						NA			NA		04/19/2000
				To	36-1404											
1401	0.20	80	R	From	36-1404						NA			NA		04/19/2000
				To	36-1402											
1401	0.09	110	R	From	36-1402						NA			NA		04/19/2000
				To	36-1403											
1401	0.36	380	R	From	36-1403						NA			NA		04/19/2000
				To	36-623											
1402	0.04	20	R	From	Dead End						NA			NA		04/19/2000
				To	36-1401											
1403	0.37	150	R	From	Dead End						NA			NA		1997
				To	36-1401											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
1404	0.09	20	R	From:	36-1401						NA			NA		04/19/2000
				To:	36-1403											
1405	0.23	1900	R	From:	36-604						NA			NA		04/27/2000
				To:	36-1406											
1405	0.07	1800	R	From:	36-1407						NA			NA		04/27/2000
				To:	36-1408											
1405	0.08	1700	R	From:	36-1415						NA			NA		04/27/2000
				To:	36-1416											
1405	0.54	1200	R	From:	Cul-de-Sac						NA			NA		04/27/2000
				To:	36-1405											
1406	0.04	80	R	From:	Cul-de-Sac						NA			NA		04/27/2000
				To:	36-1405											
1407	0.20	140	R	From:	Cul-de-Sac						NA			NA		04/27/2000
				To:	Cul-de-Sac											
1408	0.27	290	R	From:	Cul-de-Sac						NA			NA		04/27/2000
				To:	36-1405											
1408	0.16	60	R	From:	Cul-de-Sac						NA			NA		04/27/2000
				To:	Cul-de-Sac											
1409	0.04	30	R	From:	Cul-de-Sac						NA			NA		1997
				To:	36-1408											
1410	0.14	350	R	From:	36-1411						NA			NA		1996
				To:	36-615											
1411	0.59	380	R	From:	Dead End						NA			NA		1997
				To:	36-629											
1412	0.14	NA		From:	36-680						NA			NA		
				To:	Cul-de-Sac											
1415	0.19	80	R	From:	Cul-de-Sac						NA			NA		1997
				To:	36-1405											
1416	0.09	20	R	From:	36-1405						NA			NA		04/27/2000
				To:	Cul-de-Sac											
1417	0.09	60	R	From:	36-1405						NA			NA		04/27/2000
				To:	Cul-de-Sac											
1418	0.09	NA		From:	Cul-de-Sac						NA			NA		
				To:	36-1405											
1420	0.09	190	R	From:	US 17						NA			NA		1996
				To:	Dead End											
1421	0.39	NA		From:	36-1422						NA			NA		
				To:	36-1422											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1422)	0.98	NA		From	Begin Loop						NA			NA		
				To	End Loop											
(1422)	0.16	NA		From							NA			NA		
				To	36-1421											
(1422)	0.39	NA		From							NA			NA		
				To	36-1405											
				From	36-1422											
(1423)	0.10	NA		To	Cul-de-Sac						NA			NA		
				From	36-1422											
(1424)	0.12	NA		To	Cul-de-Sac						NA			NA		
				From	Cul-de-Sac											
(1425)	0.28	80	R								NA			NA		1997
				To	36-1426											
(1425)	0.45	700	R	From							NA			NA		1997
				To	36-688											
				From	Dead End											
(1426)	0.20	90	R								NA			NA		1997
				To	36-1425											
(1426)	0.36	420	R	From							NA			NA		1997
				To	Cul-de-Sac											
				From	Cul-de-Sac											
(1427)	0.22	150	R								NA			NA		1997
				To	36-1426											
				From	36-1425											
(1428)	0.06	40	R								NA			NA		1997
				To	Cul-de-Sac											
				From	Cul-de-Sac											
(1429)	0.10	49	R								NA			NA		1997
				To	36-1427											
				From	Cul-de-Sac											
(1430)	0.11	110	R								NA			NA		03/15/2000
				To	36-1431											
(1430)	0.21	280	R	From							NA			NA		03/15/2000
				To	36-605											
				From	Cul-de-Sac											
(1431)	0.07	60	R								NA			NA		03/15/2000
				To	36-1430											
				From	36-604											
(1435)	0.30	220	R								NA			NA		04/27/2000
				To	Cul-de-Sac											
				From	36-614											
(1439)	0.12	80	R								NA			NA		04/03/2000
				To	Cul-de-Sac											
				From	Cul-de-Sac											
(1440)	0.12	40	R								NA			NA		1997
				To	36-614											
				From	Dead End											
(1442)	0.25	210	R								NA			NA		03/15/2000
				To	36-605											
				From	36-1507											
(1501)	0.14	110	R								NA			NA		04/24/2000
				To	36-1502											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
(1501)	0.07	20	R	From	36-1502						NA			NA		04/24/2000
(1501)	0.05	2	R	To	36-1503						NA			NA		04/24/2000
				From	Dead End											
(1502)	0.07	120	R	To	36-1501						NA			NA		04/24/2000
				From	36-656											
(1503)	0.06	4	R	To	Dead End						NA			NA		04/24/2000
				From	36-1501											
(1505)	0.10	80	R	To	36-656						NA			NA		03/22/2000
(1505)	0.16	48	R	From	36-1506						NA			NA		03/22/2000
				To	Cul-de-Sac											
(1506)	0.17	40	R	From	36-656						NA			NA		02/22/2000
				To	36-1505											
(1507)	0.18	30	R	From	Cul-de-Sac						NA			NA		04/24/2000
(1507)	0.11	60	R	To	0.18 MN Cul-de-Sac						NA			NA		04/24/2000
				From	36-1501											
(1510)	0.12	140	R	To	36-700						NA			NA		04/24/2000
				From	36-1511											
(1511)	0.23	70	R	To	Cul-de-Sac						NA			NA		04/24/2000
				From	Dead End											
(1520)	0.52	420	R	To	36-1521						NA			NA		04/12/2000
				From	36-602											
(1521)	0.51	90	R	To	Dead End						NA			NA		04/27/2000
				From	Dead End											
(1522)	0.26	130	R	To	36-1521						NA			NA		04/12/2000
(1523)	0.28	70	R	From	Dead End						NA			NA		04/12/2000
				To	36-1521											
(9164)	0.20	1200	R	From	GLOUCESTER HIGH SCH						NA			NA		1997
				To	36-615											
(9165)	0.20	NA		From	36-615 WEST						NA			NA		
				To	36-615 EAST											
(9166)	0.13	160	R	From	BUS US 17						NA			NA		1997
				To	BOTETOURT ELEM SCH											
(9167)	0.08	80	R	From	SR 216						NA			NA		1997
				To	ACHILLES ELEM SCH											

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						2Axle	3+Axle	1Trail	2Trail							
Gloucester County																
9169	0.20	100	R	From	36-629						NA			NA		1997
				To	GLOUCESTER INT SCH											
9178	0.27	840	R	From	36-614						NA			NA		05/15/2000
				To	PEASLEY MIDDLE SCH											
9179	0.17	200	R	From	US 17						NA			NA		05/15/2000
				To	PETSWORTH ELEM SCH											
9552	0.12	230	R	From	US 17						NA			NA		1997
				To	GLOUCESTER HIGH SCH											
9857	0.11	60	R	From	36-1304						NA			NA		1997
				To	ABINGDON ELEM SCH											